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United States Airborne Foreign Trade

U.S. DEPARTMENT OF COMMERCE
Alexander B. Trowbridge, Acting Secretary
William H. Shaw, Asst. Secy., Economic Affairs

BUREAU OF THE CENSUS
A. Ross Eckler, Director

SUMMARY REPORT
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CUSTOMS DISTRICT BY CONTINENT

COVERAGE

This report presents U.S. export and import statistics by air in U.S. customs district by continent arrangement. Effective January 1966, some changes were made in customs districts as shown in the January 1966 edition of Schedule D, Code Classification of United States Customs Districts and Ports Used in Compiling the United States Foreign Trade Statistics. The Schedule D revisions which were made effective January 1966 for statistical purposes reflect changes in the Bureau of Customs field service organization occurring, for Customs administrative purposes, during the first six months of 1966. The districts shown in this report are those having combined exports and imports by air valued at 2 million dollars or more during the calendar year 1965.

Exports

These statistics represent exports of domestic and foreign merchandise combined and include government as well as nongovernment shipments of merchandise by air from the United States to foreign countries. The statistics, therefore, include Department of Defense Military Assistance Program--Grant-Aid shipments, Mutual Security Program economic assistance shipments, and shipments of agricultural commodities under P.L. 480 (The Trade Development and Assistance Act of 1954, as amended) and related laws. Shipments to U.S. armed forces and diplomatic missions abroad for their own use are not included in the export statistics. U.S. trade with Puerto Rico and U.S. possessions and trade between U.S. possessions are not included in this report, but exports from Puerto Rico to foreign countries are included as a part of the U.S. export statistics. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is excluded. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) The figures in this report exclude exports of household and personal effects, shipments by mail and parcel post, and shipments of airplanes under their own power.

For security reasons detailed customs district of lading and country and continent of destination data are not shown in published export statistics for selected commodities, referred to as Special Category commodities. The data for individual customs districts and continents, therefore, exclude exports of Special Category commodities, but over-all shipping weight and value totals for exports of Special Category commodities are included in table 1. Effective January 1965, some changes were made in security restrictions, without a corresponding change in restrictions applying to earlier periods. Therefore, the current customs district and continent totals include data for exports of some commodities which are no longer classified as Special Category commodities beginning in 1965, but which were not included in customs district and continent totals prior to 1965 since they were classified as Special Category commodities at that time. Because of this, and also because of changes in the content of Special Category commodities effective January 1965, the district and continent statistics currently shown in this report are not completely comparable with those for periods prior to 1965. Further information regarding Special Category commodities may be obtained from the Bureau of the Census.

The statistics shown for exports to Canada represent fully compiled data for shipments individually valued $2,000 and over combined with estimated data for shipments valued $100-$1,999 based on a 10-percent sample of such shipments. The statistics shown for exports to countries other than Canada represent fully compiled data for shipments individually valued $500 and over combined with estimated data for shipments valued $100-$499 based on a 50-percent sample of such shipments. In addition to these data, estimated data for shipments valued under $100 are also included in some of the figures shown in the "Total" columns in table 1, as footnoted. These estimates for shipments valued under $100 are not included in the other figures in the table.

Since the export figures shown include estimates based on a sample of low-valued shipments, they are subject to some degree of sampling variability. The

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following is a rough guide to the general level of sampling variability on a 2 chances out of 3 basis of value totals. Usually the higher value figures will have the lower percent sampling errors. Detailed information on the sampling variability of individual figures is available upon request.

Value totals for "Total" and "North America" of:	Proportion of cells with sampling variability of: under 2%	under 5%	under 10%	under 20%	20% and over
$1,000,000 and over	.60	.85	1.00		
$500,000-$1,000,000	.45	.65	.70	1.00	
$100,000-$500,000		.15	.40	.45	.55
$20,000-$100,000				.25	.75
Cells of under $20,000	Are likely to have sampling variability from $10,000 to $20,000				
Value totals for continents of South America, Europe, Asia, Australia and Oceania, and Africa of:	Are likely to have sampling variability of:				
$300,000 and over	Less than 2%				
$100,000-$300,000	Less than 5% with over half of the totals less than 2%				
$20,000-$100,000	Generally less than 10% with over half of the totals less than 5%				
Under $20,000	Generally $1,000 to $2,000				
Cells of $0	Generally less than $500				

The sampling variability, in percentage terms, of shipping weight figures can be approximated by the percent sampling variability of value.

Imports

These statistics represent general imports which are a combination of imports for immediate consumption and entries into bonded warehouses. The statistics include government as well as nongovernment shipments of merchandise by air from foreign countries to the United States. However, American goods returned by the U.S. armed forces for their own use are excluded. U.S. trade with Puerto Rico and with U.S. possessions and trade between U.S. possessions are not included in this report but imports into Puerto Rico from foreign countries are considered to be U.S. imports and are included. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is not reported as imports and is excluded from the data shown in this report. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) Imports of household and personal effects, imports by mail and parcel post, and imports of airplanes under their own power are not included.

Effective July 1965, the airborne general import statistics reflect fully compiled data for formal entry shipments valued $251 and over. With the exception of the value data shown in the column for "All carriers", the statistics shown in table 2 for value and shipping weight reflect fully compiled data exclusively. The value data shown for "All carriers" represent fully compiled data combined with estimated data for shipments valued $250 or less reported on both formal and informal entries, based on a 1-percent sample of such shipments. (Informal entries, by definition, contain items valued not more than $250.)

Prior to July 1965, the airborne general import statistics reflected fully compiled data for formal entry shipments valued $100 and over. Formal entry shipments valued less than $100 were entirely excluded from the airborne import statistics. Estimated data for informal entry shipments valued $250 or less, based on a 10-percent sample of such shipments, were included in the column showing value data for "All carriers" in table 2, but were excluded from the other statistics in this table.

Since the statistics showing total value of imports by all carriers include sample estimates, they are subject to sampling variability. In general, the higher value figures will have the lower percent sampling errors. Value totals of $500,000 and over will generally have a sampling variability of less than three percent while value totals of under $500,000 will generally have a sampling variability of less than $50,000.

Table 1.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF LADING BY CONTINENT

Customs district of lading[1]	Shipping weight (thousands of pounds)								Value (thousands of dollars)							
	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers.	[2]44,490	(X)	12,944	5,449	18,563	3,149	444	677	[2]263,693	(X)	39,861	20,855	154,989	28,868	3,864	4,711
U.S. flag carriers..	(X)	[3]14,749	6,165	1,551	5,204	1,348	84	172	(X)	[3]87,987	18,458	7,278	44,192	11,885	810	1,286
Boston, Mass.....	709	282	141	-	548	11	7	2	5,463	2,835	941	-	4,355	64	83	20
Buffalo, N.Y.....	244	199	234	-	(Z)	9	-	-	1,216	1,175	1,208	-	1	8	-	-
New York City, N.Y.....	21,041	6,263	2,225	1,233	15,684	1,232	138	529	165,792	47,672	13,090	9,491	130,108	8,980	410	3,712
Philadelphia, Pa.....	265	96	20	5	199	36	2	3	1,638	651	367	23	1,008	199	22	20
Baltimore, Md.....	146	95	44	19	62	20	-	3	1,223	715	127	171	640	282	-	3
Charleston, S.C.....	14	14	2	6	3	(Z)	-	2	104	104	3	46	40	7	-	8
Savannah, Ga.....	1	1	-	-	1	-	-	-	2	2	-	-	2	-	-	-
New Orleans, La.....	486	78	449	27	7	1	-	2	1,151	301	914	173	54	5	-	6
Laredo, Tex.....	145	134	143	2	-	-	-	-	446	402	395	51	-	-	-	-
Los Angeles, Calif.....	1,195	483	129	36	461	467	84	18	12,304	5,455	787	226	5,221	4,860	1,094	116
San Francisco, Calif...	1,476	496	11	13	194	1,064	186	9	17,318	5,234	61	174	3,131	11,825	2,099	29
Portland, Oreg.....	42	32	10	-	33	(Z)	-	-	826	772	25	-	800	2	-	-
Seattle, Wash.....	353	275	273	12	20	47	(Z)	1	2,378	1,824	1,486	331	162	389	(Z)	11
Juneau, Alaska.....	15	4	-	-	10	5	-	-	78	4	-	-	39	39	-	-
Honolulu, Hawaii.....	36	19	13	-	(Z)	14	9	-	271	109	62	-	4	130	74	-
Great Falls, Mont.....	64	64	64	-	-	-	-	-	581	581	581	-	-	-	-	-
Pembina, N.D.....	69	69	66	-	-	4	-	-	225	225	188	-	-	37	-	-
Minneapolis, Minn.....	143	143	71	-	-	71	-	-	1,311	1,311	180	-	-	1,131	-	-
Detroit, Mich.....	207	147	54	-	141	4	-	8	810	535	75	-	687	31	-	17
Chicago, Ill.....	2,157	585	996	(Z)	1,022	104	4	32	13,387	3,482	6,085	1	6,452	659	16	175
Cleveland, Ohio.....	212	10	201	-	1	9	-	-	1,338	63	1,266	-	19	53	-	-
St. Louis, Mo.....	47	47	18	-	29	(Z)	-	-	995	995	63	-	931	2	-	-
San Juan, P.R.....	665	398	510	153	2	-	-	-	737	523	495	240	3	-	-	-
Miami, Fla.....	10,516	3,959	6,547	3,912	48	(Z)	8	2	20,242	6,983	10,087	9,869	254	7	13	12
Houston, Tex.....	442	281	213	14	94	50	4	67	2,537	1,513	689	24	1,039	159	43	582
All other districts[4]...	3,445	349	511	18	5	(Z)	2	(Z)	5,745	445	687	36	39	1	9	2
Special Category[5].....	353	225	(D)	(D)	(D)	(D)	(D)	(D)	5,574	4,077	(D)	(D)	(D)	(D)	(D)	(D)

– Represents zero. D Data withheld to avoid disclosure of information for security reasons. X Not applicable. Z Less than 500 pounds or $500.

[1]All data shown throughout the table for the individual selected districts and the individual continents exclude shipments of "Special Category" commodities and estimated shipments valued under $100.

[2]Includes shipments of "Special Category" commodities and estimated shipments valued under $100.

[3]Includes shipments of "Special Category" commodities.

[4]Includes estimated shipments valued under $100 which are excluded from the totals for U.S. flag carriers.

[5]Represents shipments of "Special Category" commodities. A list of the "Special Category" commodities is available upon request to the Bureau of the Census, Washington, D.C. 20233.

Table 2.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF UNLADING BY CONTINENT

Customs district of unlading	Shipping weight (thousands of pounds)[1]								Value (thousands of dollars)							
	Total[2]		North America	South America	Europe	Asia	Australia and Oceania	Africa	Total[2] [3]		North America	South America	Europe	Asia	Australia and Oceania	Africa
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers	23,331	(X)	3,242	1,692	12,875	5,392	36	94	182,130	(X)	17,062	4,254	121,628	32,419	431	1,981
U.S. flag carriers	(X)	11,292	1,274	528	5,753	3,698	16	23	(X)	74,814	6,858	1,759	46,682	18,948	226	340
Boston, Mass	303	176	17	-	283	3	-	(Z)	2,026	1,289	353	-	1,560	33	-	(Z)
Buffalo, N.Y	41	39	37	-	1	3	-	-	1,283	1,189	1,237	-	7	12	-	-
New York City, N.Y	12,786	5,768	210	389	11,199	900	4	85	128,058	47,490	5,290	2,345	109,661	7,118	112	1,860
Philadelphia, Pa	42	24	2	-	36	3	-	-	308	166	17	-	193	35	-	-
Baltimore, Md	80	72	9	-	68	3	(Z)	-	1,549	1,391	450	-	944	25	1	-
Charleston, S.C	6	-	(Z)	-	6	-	-	-	51	-	(Z)	-	43	-	-	-
Savannah, Ga	1	1	(Z)	-	(Z)	1	(Z)	-	18	12	5	-	5	4	3	-
New Orleans, La	182	141	177	(Z)	4	1	-	-	166	93	93	6	28	5	-	-
Laredo, Tex	188	154	187	-	1	-	-	-	144	77	129	-	4	-	-	-
Los Angeles, Calif	1,483	989	43	10	167	1,236	26	(Z)	8,869	4,280	223	100	1,832	5,807	229	8
San Francisco, Calif	2,565	1,666	2	3	100	2,456	3	1	16,385	8,451	97	56	1,100	14,738	67	27
Portland, Oreg	18	7	5	-	12	1	-	-	142	120	3	-	45	94	-	-
Seattle, Wash	376	351	21	(Z)	8	345	1	-	3,330	3,046	902	2	47	2,267	4	-
Juneau, Alaska	6	2	2	-	5	(Z)	-	-	73	8	(Z)	-	48	8	-	-
Honolulu, Hawaii	22	7	9	-	1	11	1	-	186	68	11	-	9	89	14	-
Great Falls, Mont	4	4	4	-	(Z)	-	-	-	157	38	145	-	(Z)	-	-	-
Pembina, N.D	1	(Z)	1	-	-	(Z)	-	-	6	4	6	-	-	(Z)	-	-
Minneapolis, Minn	13	9	5	-	(Z)	8	-	-	242	140	71	-	4	122	-	-
Detroit, Mich	359	216	146	(Z)	208	2	-	2	1,044	470	245	(Z)	696	33	-	7
Chicago, Ill	1,248	695	221	-	683	339	(Z)	4	11,721	4,271	4,779	-	4,841	1,638	1	69
Cleveland, Ohio	23	3	19	-	2	3	-	-	431	82	186	-	8	80	-	-
St. Louis, Mo	2	(Z)	1	-	(Z)	-	-	-	95	11	10	-	5	-	-	-
San Juan, P.R	427	188	236	150	37	4	-	(Z)	542	185	128	149	205	12	-	1
Miami, Fla	3,009	688	1,773	1,136	30	69	-	1	4,352	1,563	2,244	1,551	143	288	-	5
Houston, Tex	100	83	83	4	13	-	-	(Z)	459	250	237	28	103	-	-	3
All other districts	48	8	31	(Z)	12	5	-	-	494	120	200	16	96	10	-	-

- Represents zero. X Not applicable. Z Less than 500 pounds or $500.

[1] Excludes shipping weight data for shipments valued less than $251 reported on formal and informal entries.

[2] Includes a small amount of shipments which are unidentified by continent.

[3] Includes estimated data of shipments valued less than $251 reported on formal and informal entries which are excluded from all continent data and data for U.S. flag carriers.

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